

CA Road Charge Technical Advisory Committee  
Friday, November 16, 2018

Member Notes – **Susan Ornelas**

Agenda

- 1 - Roll Call
- 2 - Public Comment
- 3 - Minutes approval – **Aye.**
- 4 – Member reports – **General Concerns to report:**

**Many rural drivers are convinced that mileage charge is a regressive tax, and they see it as unfair to the rural regions. Rural drivers cover more mileage on a gallon of gas than urban drivers. Urban drivers burn through more gas sitting in traffic, while driving less mileage. The carbon/pollution cost to the environment and community is higher for the urban gas use.**

**This urban/rural difference has been explained in terms of – well, rural drivers have older vehicles, which use more gas so they will be paying the same or less – but this makes a very stereo-typical assumption of people who live in rural regions, and is not universally true.**

**Also, there is a doubt that with SB 1 being as successful as it is, will gas taxes really be stopped? Or will road mileage charge be a tax on top of gas taxes? (at least within the next 10-15 years, or so)**

5 – Overview

6 – Focus Topics 2019 / Road Charge Legislative recommendations

**If state vehicles are in a mileage charge program, transparent information related to how gas tax & mileage charges are administered and/or reimbursed needs to be easily understood by the electorate. It would be good to keep data on regional costs for comparison – this would help in disadvantaged community data analysis.**

**Discussion needs to ensue regarding how SB 1 funds will be affected by a road mileage charge program.**

**Privacy concerns of big data collection of personal data are not currently addressed satisfactorily. People see and hear of breeches in security almost daily, they are wary of bland assurances.**

**8 & 9 – I will watch the meeting to get the updates.**

**10 – Yes, I approve the meeting dates.**